

Benchmark Committee

Draft Recommendations



Committee agreed on three principles:

- Target audience is the public
- Use only data already available
- Use national comparisons when available

Benchmark Committee

Draft Recommendations



Committee found two kinds of data about the transportation system:

- Trends directly influenced by investment decisions (e. g., condition of roads)
- Trends not directly influenced by investments we make (e. g., number of fatal accidents)

Committee adopted:

- Benchmarks and targets for direct investment
- Indicators for things we can influence through policy

Benchmark Committee

Draft Recommendations



INDICATORS

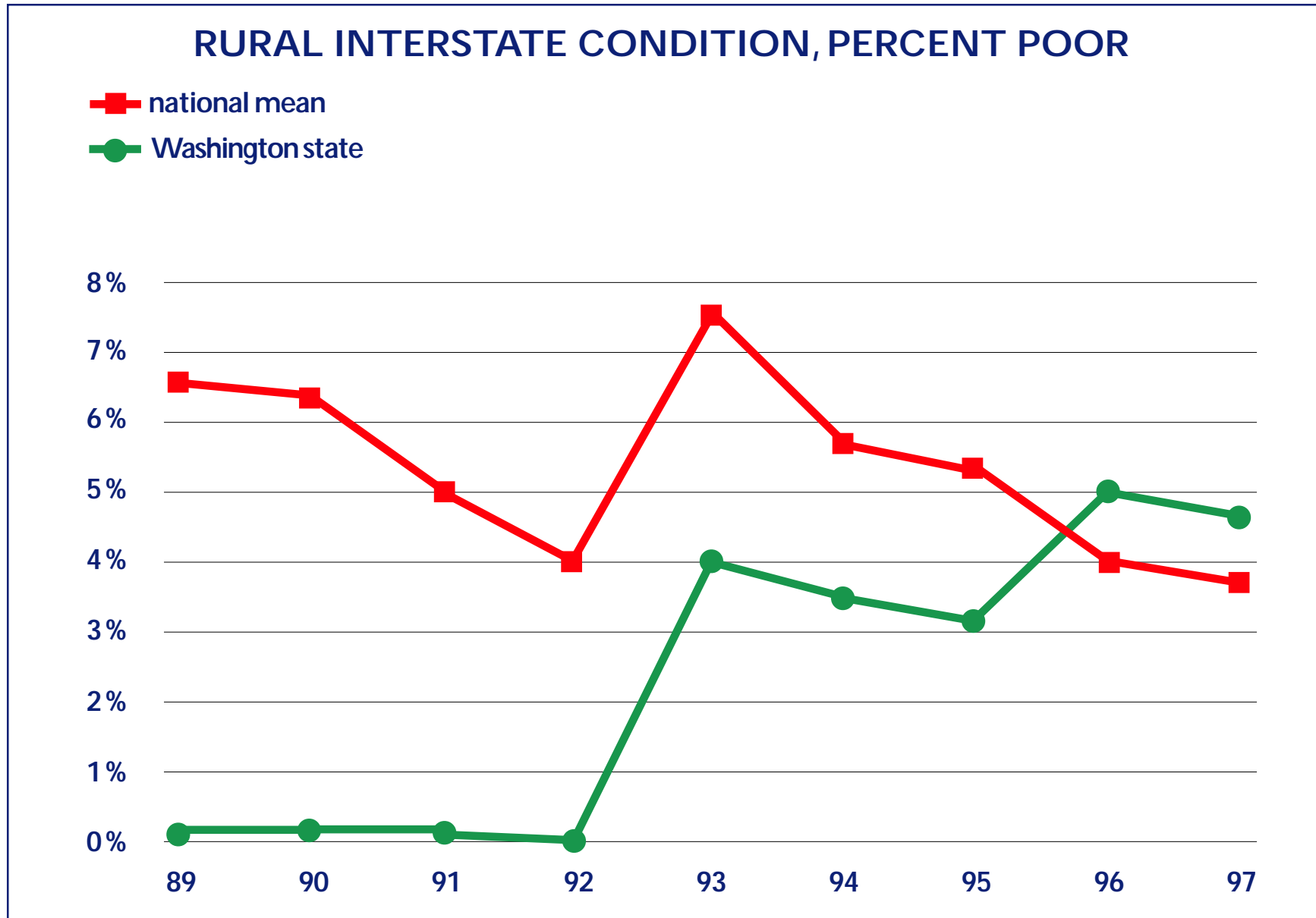
- FATAL ACCIDENTS
- AIR QUALITY
- FREIGHT MOBILITY

BENCHMARKS AND TARGETS

- PHYSICAL CONDITION OF INTERSTATE HIGHWAYS AND MAJOR STATE ROUTES
- PHYSICAL CONDITION OF BRIDGES
- SEISMIC SAFETY OF BRIDGES
- TRAFFIC CONGESTION ON URBAN INTERSTATES
- TRAFFIC CONGESTION — HOURS OF DELAY
- TRAFFIC CONGESTION — VEHICLE MILES TRAVELED
- TRAVEL OPTIONS — NON-AUTO SHARE OF WORK TRIPS
- COST EFFICIENCY — ADMINISTRATIVE COSTS
- COST EFFICIENCY — PUBLIC TRANSIT OPERATIONS

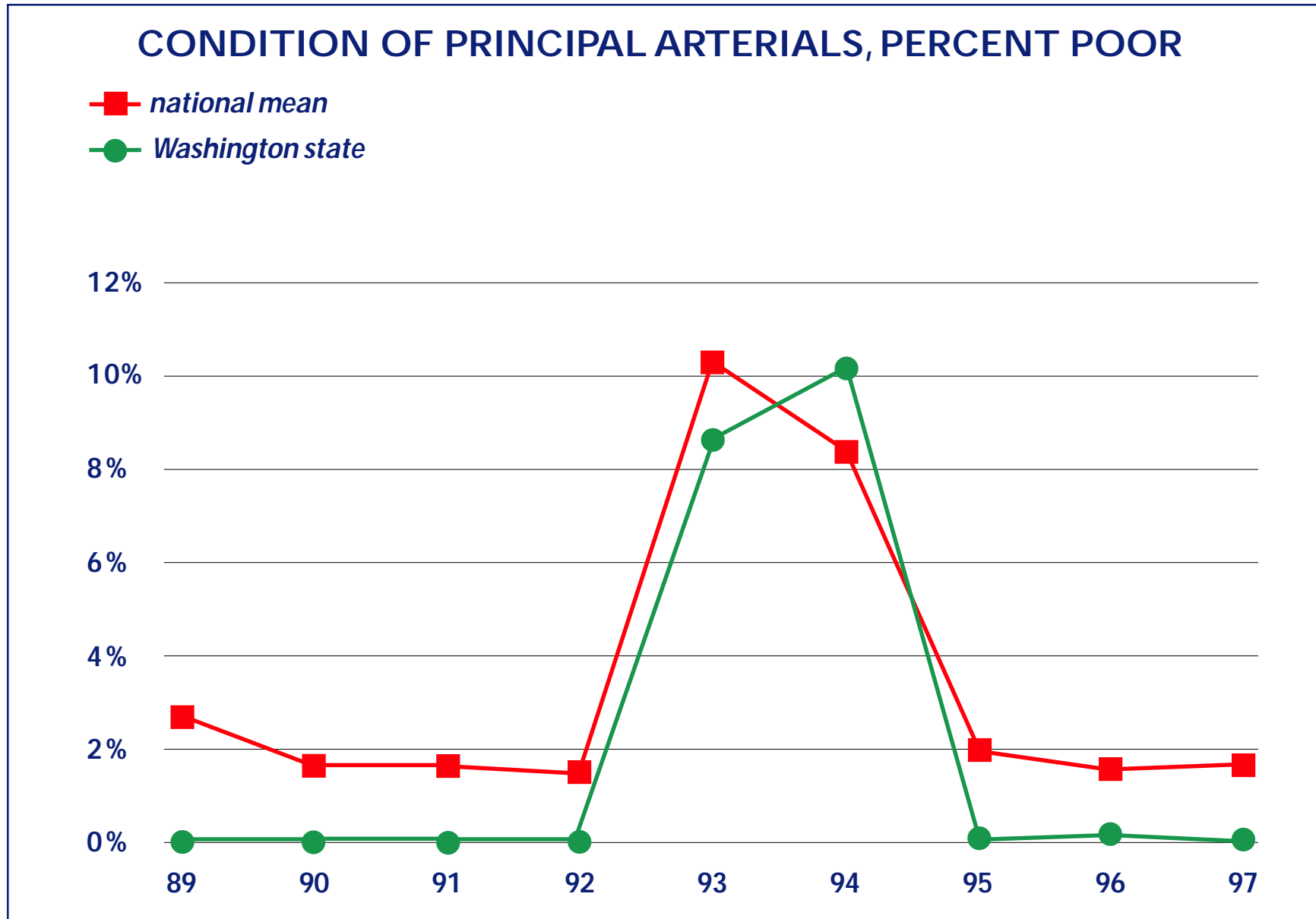
Benchmark 1: Physical Condition

Target: Zero percent poor by the year 2020



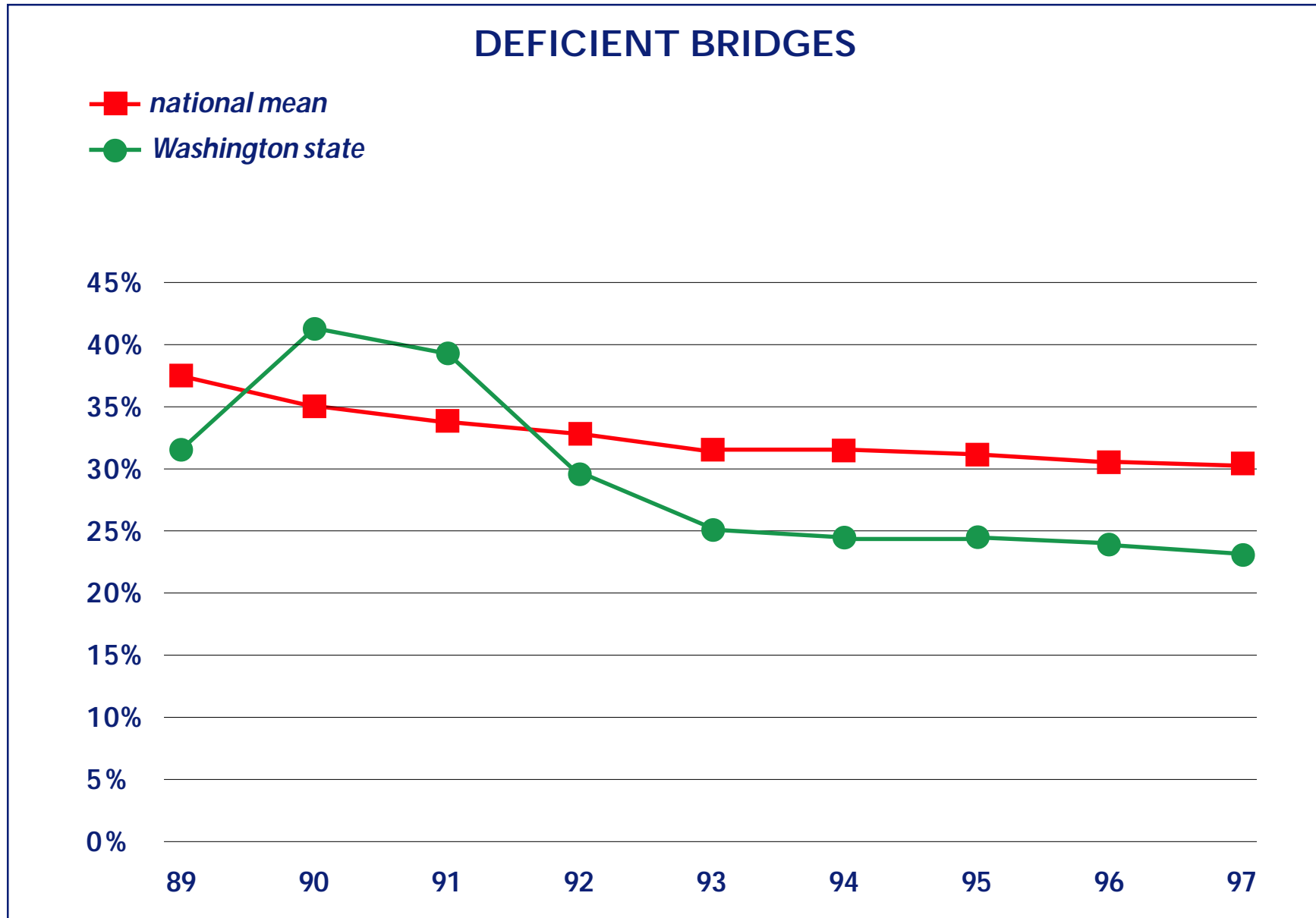
Benchmark 2: Physical Condition

Target: Zero percent poor by the year 2020

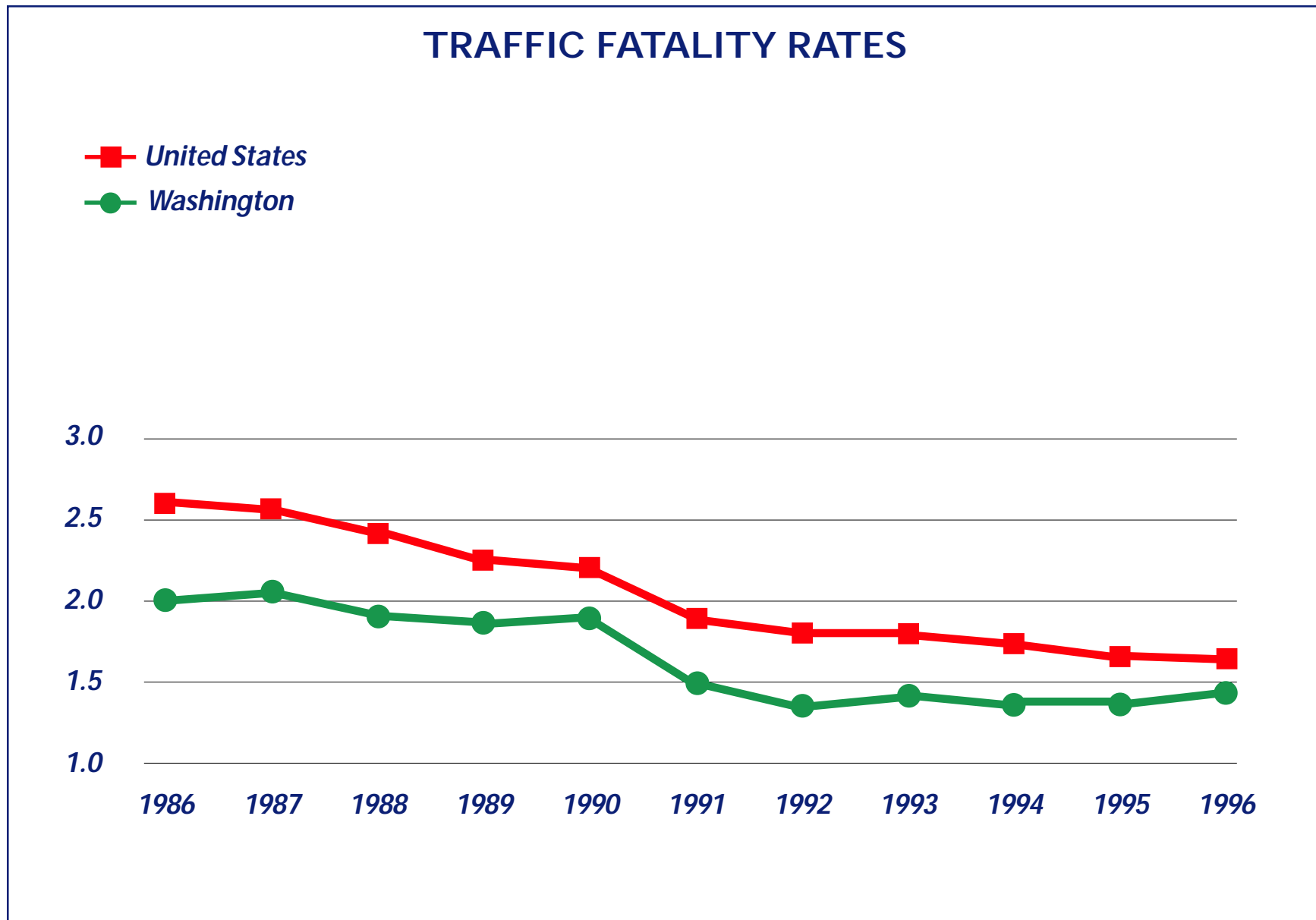


Benchmark 4: Physical Condition

Target: Zero percent poor by the year 2020

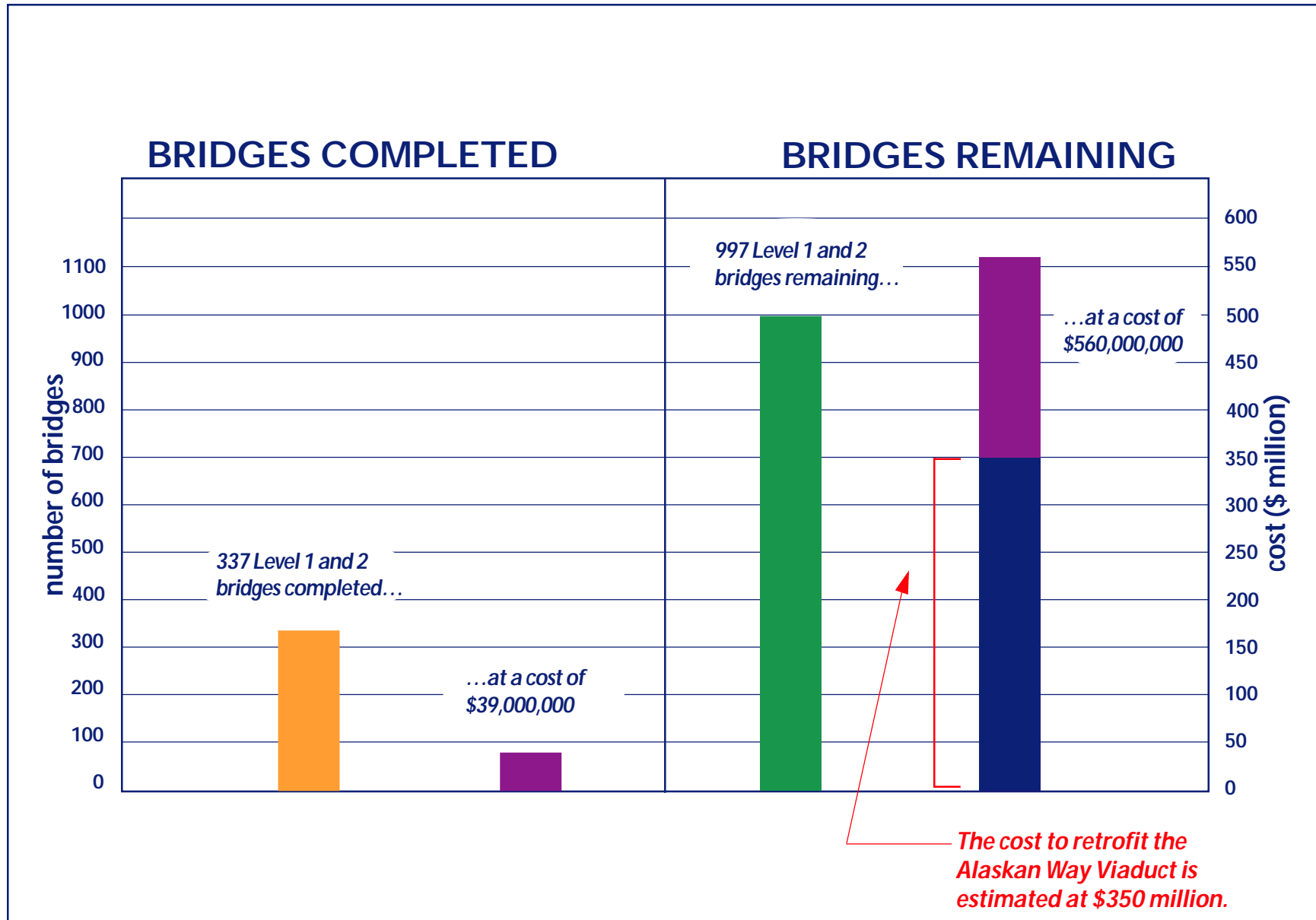


Indicator 1: Safety



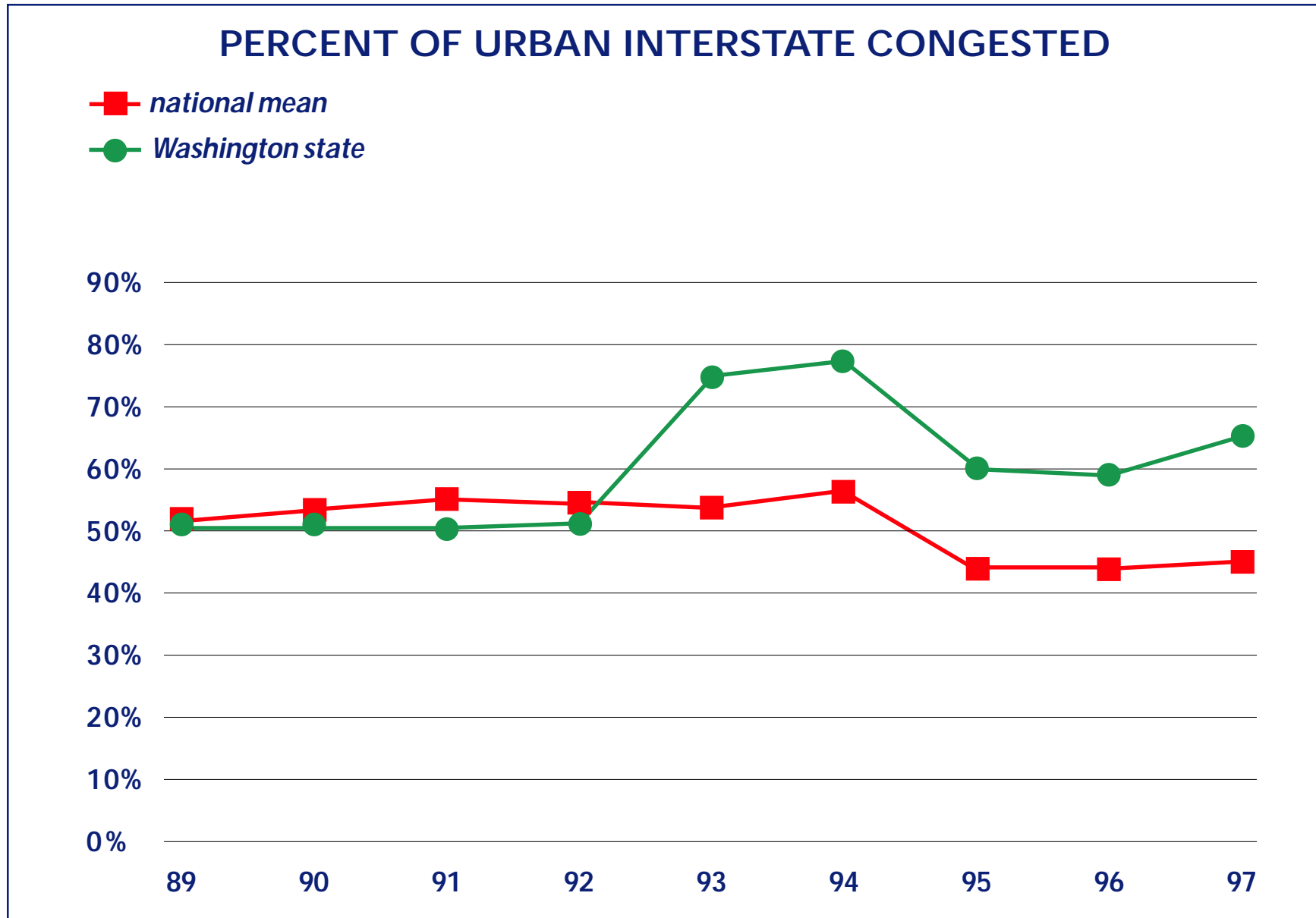
Benchmark 5: Safety

Target: Complete seismic safety retrofits of all level 1 and 2 bridges by 2020



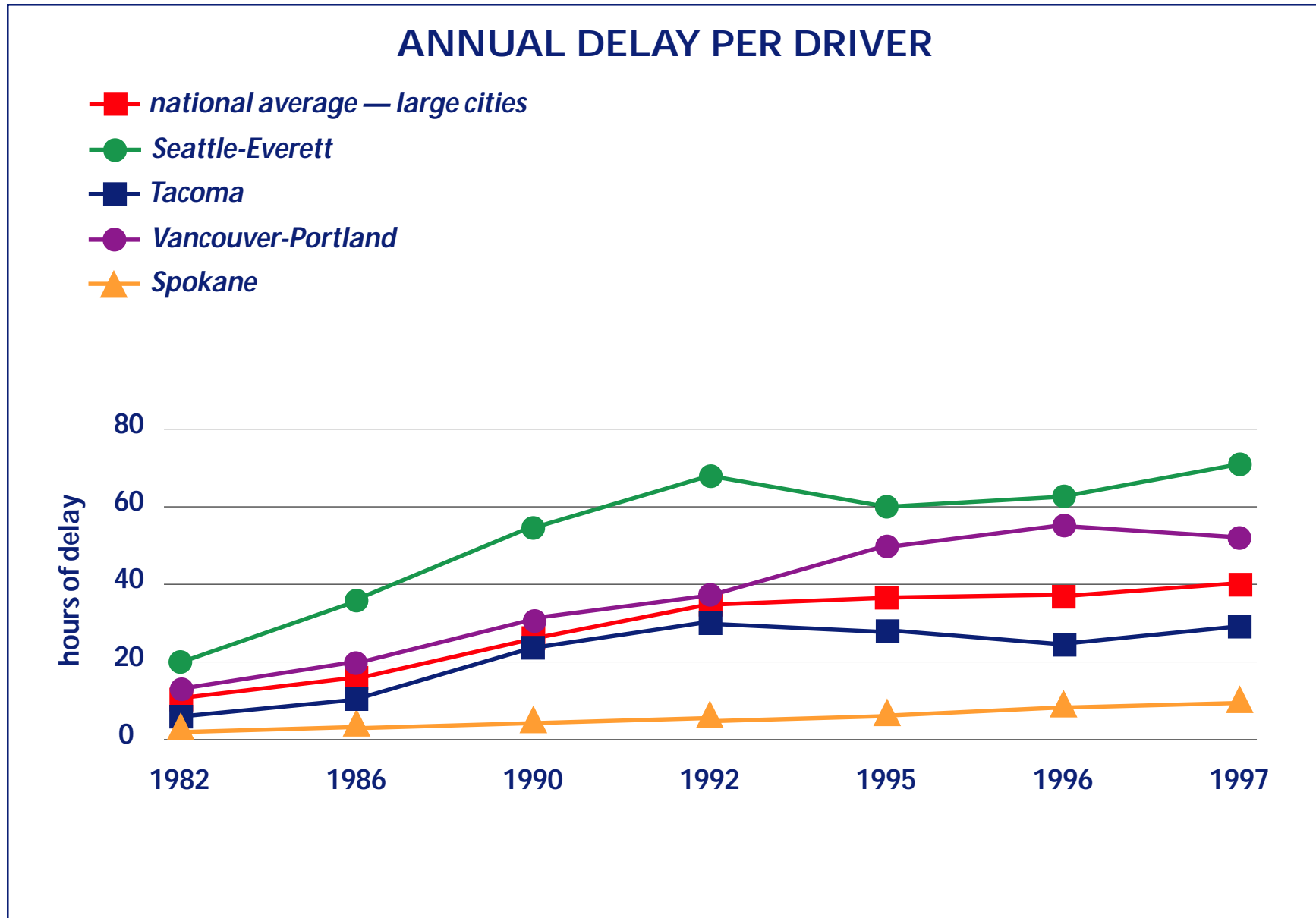
Benchmark 6: Traffic Congestion

Target: Congestion no worse than the national mean by 2020



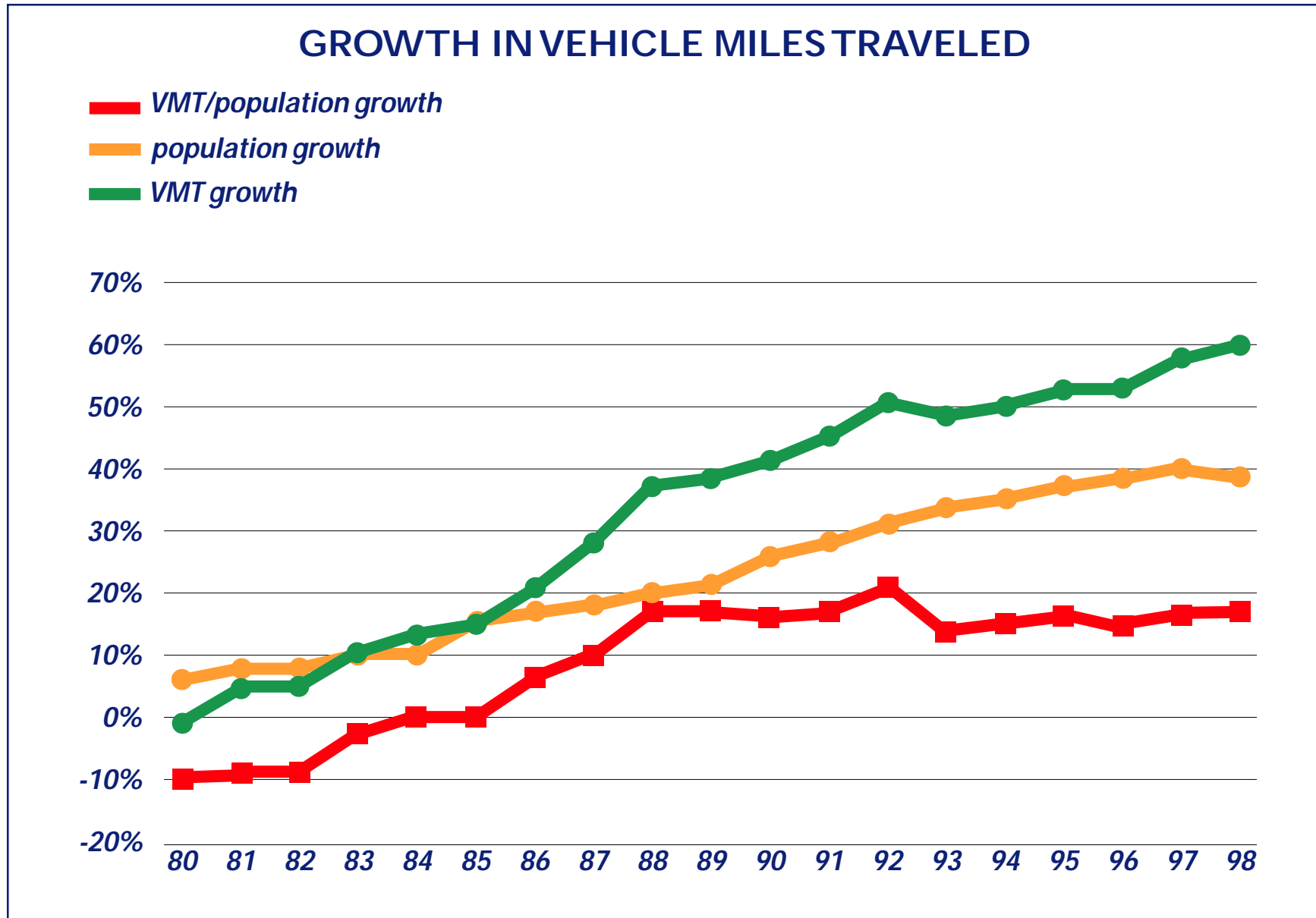
Benchmark 7: Traffic Congestion

Target: Delay no worse than the national mean by 2020



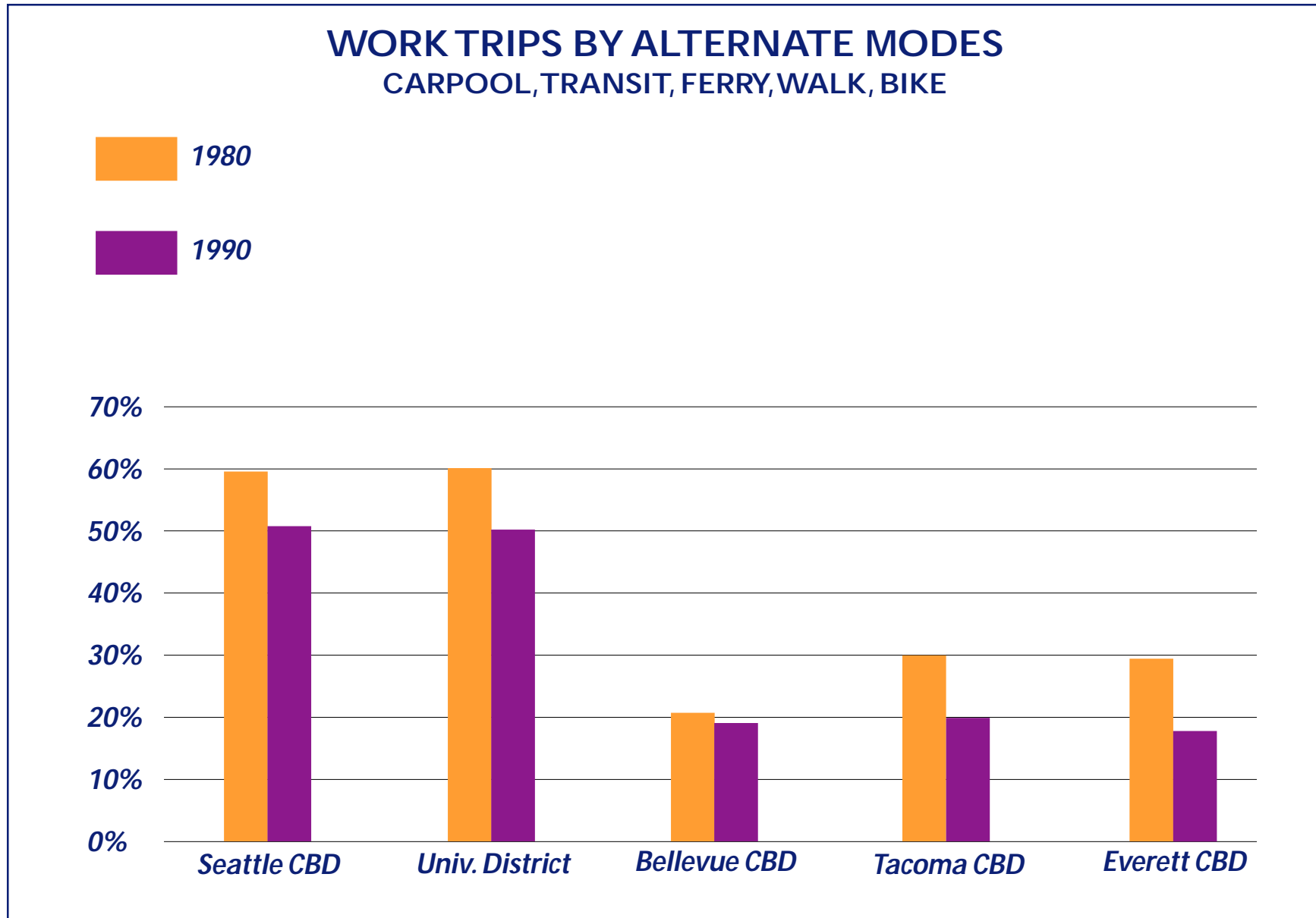
Benchmark 8: Traffic Congestion

Target: Maintain VMT per capita at 2000 levels



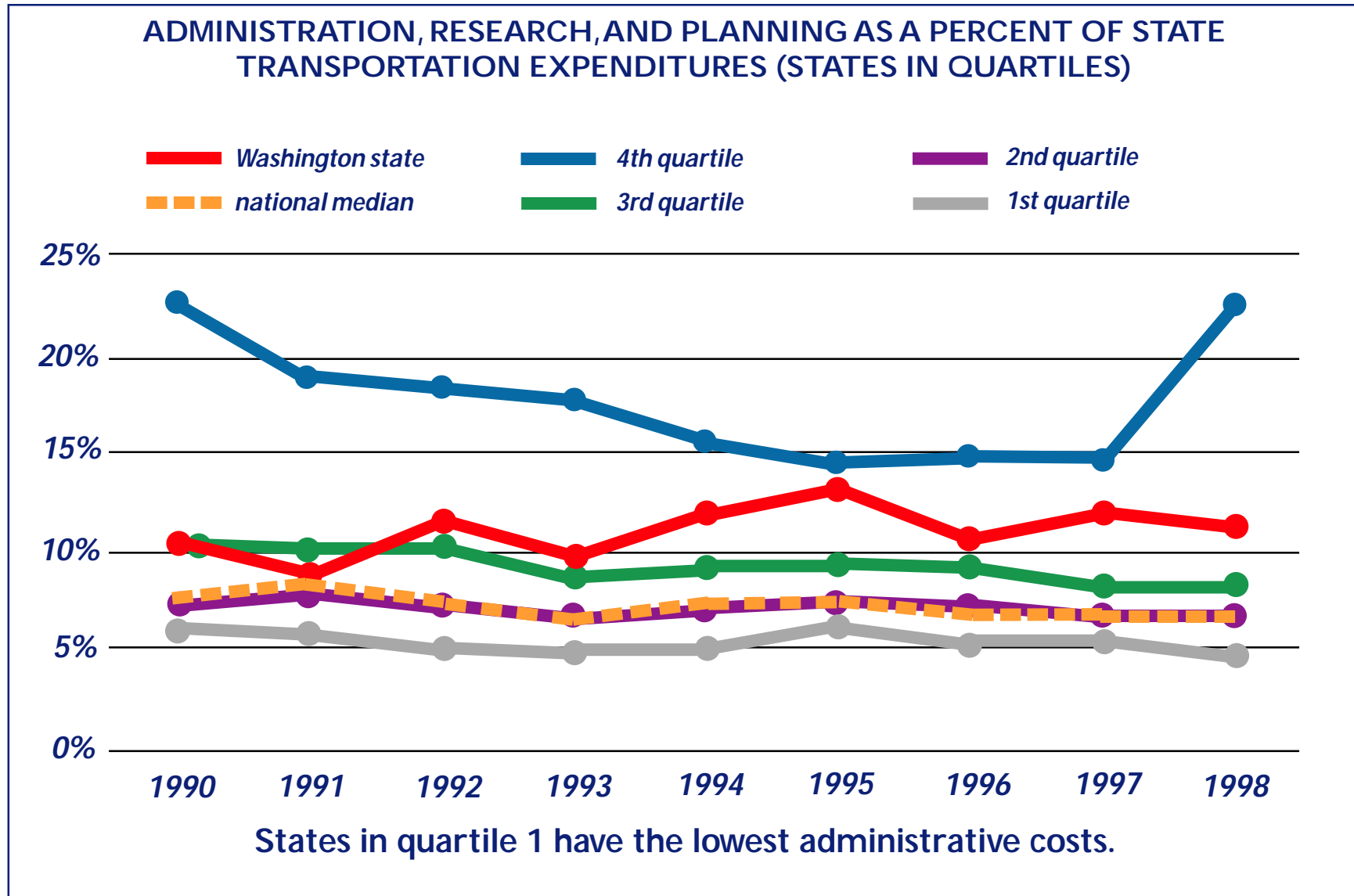
Benchmark 9

Target: Increase non-auto share of work trips by x% or reverse downward trend by 2020



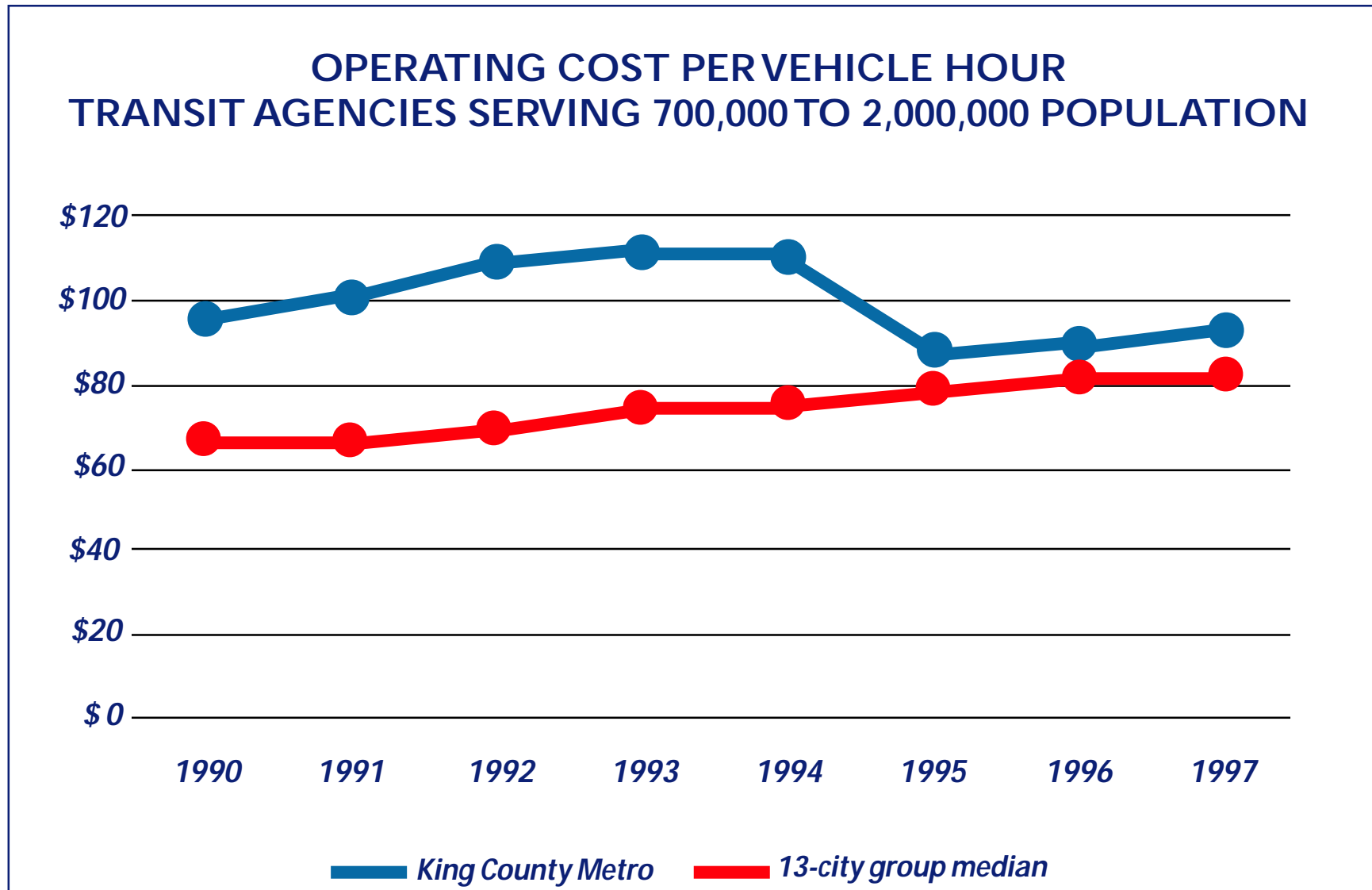
Benchmark 10: Cost Efficiency

Target: National median in administrative efficiency in the next biennium (2003) and the top quartile within three biennia (2007).

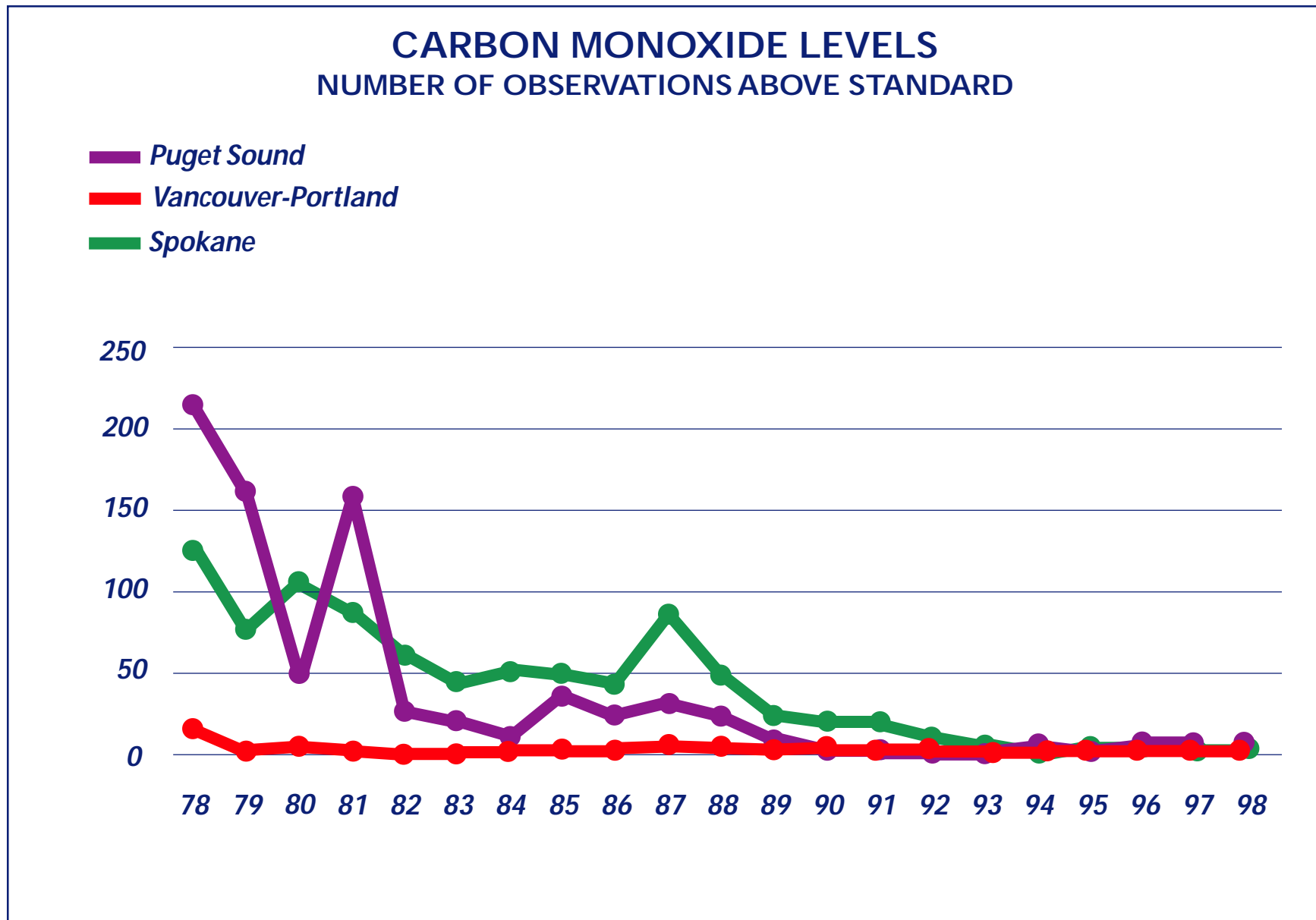


Benchmark 11: Cost Efficiency

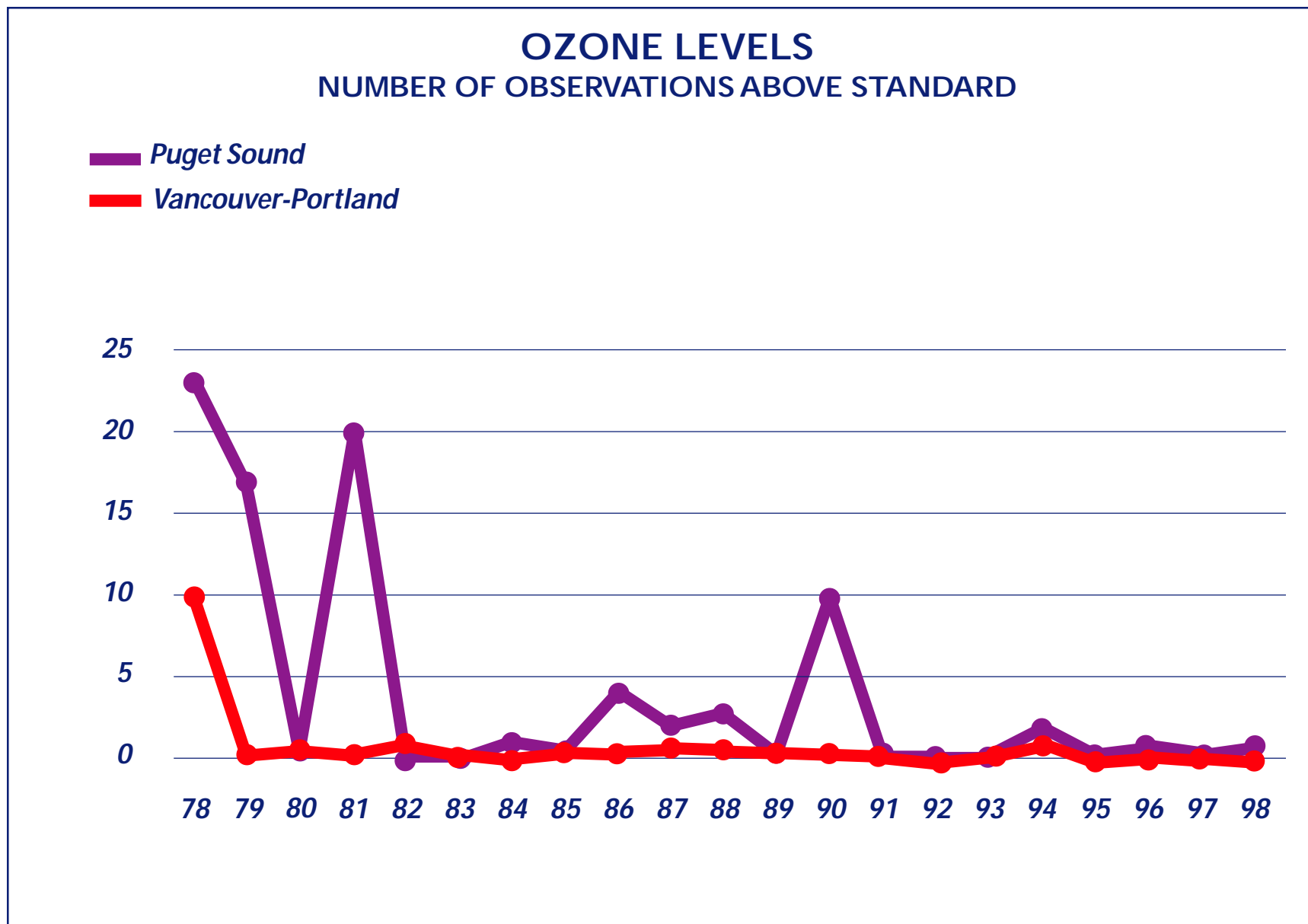
Target: Median cost per vehicle revenue hour of comparable size transit agencies nationwide by 2005.



Indicator 2: Air Quality



Indicator 3: Air Quality



Indicator 4: Freight Mobility

